

WINE AND
SPIRIT
MERCHANT.
CHAZALON & Co.
MAKERS
AND
FRENCH
PRESERVES
IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,524

號九月八年六零百九千一英

HONGKONG, THURSDAY, AUGUST 9, 1906.

日十二月六年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MADEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations. WHO'S WHO

FAR EAST

ONLY BOOK OF REFERENCE

BIOGRAPHICAL

PROMINENT MEN OF THE FAR EAST

IS NOW IN SALE
Price \$10.

FORWARDED TO ANY ADDRESS

Obtainable from the Publisher:

QUEEN'S ROAD CENTRAL.

Hongkong, July 10, 1906.

P. & O. S. N. CO.

NOTICE.

THE Company's steamer **MOLDAVIA**
will be OPEN to PUBLIC IN-
SPECTION, on FRIDAY, 10th August,
WHARF, on FRIDAY, 10th August,
from 3 p.m. to 6 p.m. Launches tying the P.
& O. Flag, will leave Blake Pier at regular
intervals to convey visitors to the **MOL-
DAVIA**.
E. A. HEWITT,
Superintendent.
Hongkong, August 8, 1906. 1588

AQUATIC FETE.

AN AQUATIC FETE will be held at
the **VICTORIA RECREATION
CLUB'S** Enclosure, Kowloon, on SATUR-
DAY, August 11th, commencing at 4 p.m.
By kind permission of Lieutenant-Colonel
FITZGERALD, D.S.O., and Officers of the Band of
the **SECOND ROYAL WEST KENT
REGIMENT** will be present and will
render selections during the afternoon.
The **LADIES** of the Colony are CORDI-
ALLY INVITED to be present, and for
their convenience a launch will leave Blake
Pier at 3.30 o'clock, returning after the
Sports.
For the convenience of members a launch
will leave Blake Pier at 3 o'clock.
ADMISSION: Non-Members \$1.00.
Tickets may be obtained from the Under-
signed or from the Steward.
FRANK LAMBERT,
Hon. Secretary.
C/o Messrs CALDER, MACGREGOR & Co.
Hongkong, August 8, 1906. 1590

WANTED.

A STEAMER for CHARTER or PUR-
CHASE. State particulars and
terms.
Apply to 'AGENT',
Care of 'CHINA MAIL' Office,
Hongkong, August 4, 1906. 1572

WANTED.

A COMPRAHORE with Good Security.
Apply to 'AGENT',
Care of 'CHINA MAIL' Office,
Hongkong, August 4, 1906. 1573

NOTICE.

NOTICE IS HEREBY GIVEN that the
GOODWILL of the Business of P.
O. PATELL & CO., No. 40, LYNDHURST
TERRACE, HONGKONG, has been SOLD to
the undersigned, who will in future carry
on the said business under the style of 'J.
BYRAMJEE & CO.' The undersigned
will not be responsible for any of the Debts
of the said P. O. PATELL & CO.
Dated the 1st day of August, 1906.
1551 J. BYRAMJEE & CO.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN accordance with Article XVI Section
7 of the ARTICLES of ASSOCIATION
the General Meeting of the Company has
declared an INTERIM DIVIDEND for the
half-year ending 30th June, 1906, of
SEVENTY-FIVE CENTS per Share pay-
able to all Shareholders whose names were
on the register on that date.
DIVIDEND WARRANTS may be
obtained on application at the Office of the
Company on and after FRIDAY, the 3rd
August.
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, August 1, 1906. 1547

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.

W. S. BAILEY & CO., Sole Agents.

HONGKONG, CANTON, MACAO AND V EST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,383 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,383 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain O. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Losellus.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday Excepted).
The Steamer, carrying His Majesty's Mails, are the largest and fastest on the
route. The accommodation is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain J. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise
notified by Express. Sunday Special Excursions, leaving Hongkong at 1.30 a.m.,
and a Second Departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second
departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Willox.
s.s. NANNING, 569 tons, Captain O. Burchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the -

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MASSIMO, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

MEE CHEUNG PHOTOGRAPHER.

(Ice House Lane).

DEVELOPING AND PRINTING FOR AMATEURS A SPECIALITY.

GOOD WORK.

CAMERAS, FILMS AND ALL KINDS OF PAPERS FOR SALE.

Hongkong, August 6, 1906. 1178

N. LAZARUS.

OPTICIAN.

No. 5, PEDDER STREET.

(UNDER HONGKONG.

1227 HOTEL).

REPAIRS
A SPECIALITY

Tailors.

R. HOUGHTON,

NAVAL, MILITARY AND CIVIL
TAILOR.

16, QUEEN'S ROAD CENTRAL.

Hongkong, June 8, 1906. 1190

'JANUS'

LIFE & ANNUITY INSURANCE CO.,

HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904.

Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been
appointed GENERAL AGENTS of
the above Company for Hongkong and
China, are prepared to accept LIFE and
ANNUITY INSURANCES, as well as to
issue ACCIDENT POLICIES at the most
liberal terms ever offered in the V. & L.
48 **SIEMSEN & CO.**

OARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'OARMICHAEL,' HONGKONG.

A. B. C. Code, 4th Edition

A. 1 Code.

Ueber's Standard Code.

TELEPHONE, 232. 563

SECOND EDITION.

HISTORY OF THE CHURCHES OF

INDIA, BURMA, SIAM, THE MALAY

PENINSULA, CAMBODIA, ANAM, THAILAND,

JOHORE AND JAPAN.

Entrusted to the Society of the

'MISSIONARY ENTERPRISE.'

Translated by EDWARD HARPER PARKER

and

Reprinted from 'THE CHINA REVIEW.'

Price 50 Cents.

For Sale at the 'CHINA MAIL' Office,
5 Wyndham Street.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD

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Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

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Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
 NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
 LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
 G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
 BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
 ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Products especially recommended for the Hygiene of the
 Skin and Beauty of the Complexion.

SAVON A LA CREME SIMON

This soap is quite genuine and prepared
 with the most scrupulous purity and scientific
 care. It possesses, to a certain degree,
 the beneficial and preservative qualities of
 the best soaps.

TRY ALSO CREME SIMON AND POWDER SIMON

To be had from all Dealers

Hongkong, July 19, 1906.

KELLY & WALSH, LTD.

OFFICE PRINTING AND BOOK BINDING

Demon, by Edna Lyall

The Tenth Muse, by S. Lovett Young

One Friend that lasteth, by Geo. G. Byron

Hoags of Wales, by Allen Kane

The Diamonds, by J. J. Flather

The World's Marriage, by C. D. Doyle

Moths, by O. C. Doyle

The Other Man, by Mrs. C. G. Doyle

The Countess of Montevideo, by L. H. Strange

From One Generation to Another, by H. S. Merriam

Montezuma's Daughter, by H. Rider

My Lady, by Helen

The Land of Herod, by J. R. Bland

A Maid of Mystery, by T. T. Moore

Confessions of a Lady, by Mrs. J. J. Moore

The Stranger, by Mrs. J. J. Moore

The Vindictive, by Hugh Foulke

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

ENLARGEMENTS ON BROMIDE PAPER

AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

8a, QUEEN'S ROAD CENTRAL.

WILKS and JACK

MACHINERY AND ELECTRICAL SHOWROOMS.

Robinson Road, Kowloon.

AND AT VICTORIA BUILDINGS, 5, QUEEN'S ROAD CENTRAL.

TELEPHONE 5, KOWLOON.

SOLE AGENTS FOR

THE GENERAL ELECTRIC CO., LD.

LONDON

Electric Fittings.

Table Lamps.

Brackets.

'Freezer' Fan

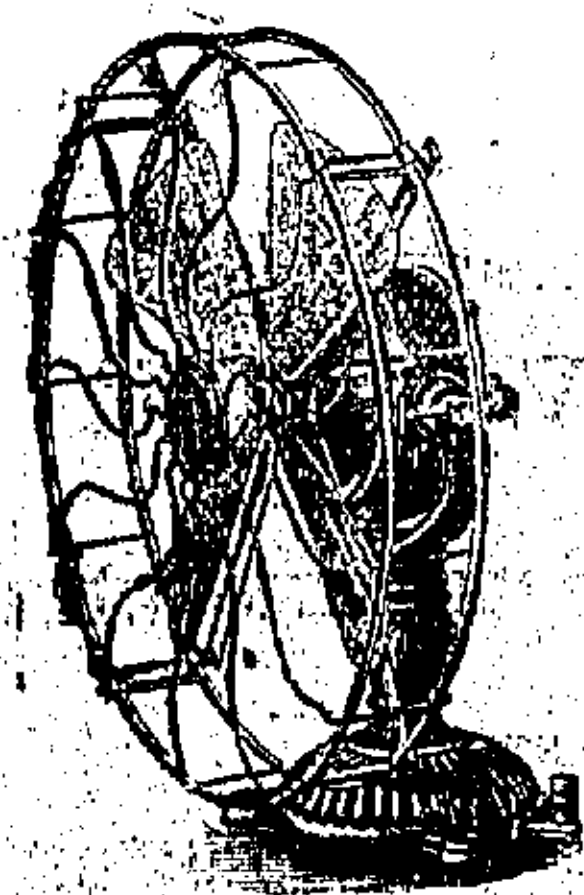
Motors.

Electric Lamps

Fracked and Clear.

ECONOMICAL

BRITISH MANUFACTURE.



TELEPHONE 368.

Hongkong, July 25, 1906.

Intimations.



MITSU BISHI COSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNOUCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

Which applies to all Branch Offices.

A1, A B C 5th Edition, Western Union

Codes used.

All Letters Addressed:—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KANSAI,

SHANGHAI, HONGKONG AND HANKOW.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs GRADING & CO.

MANILA: Messrs MACDONALD & CO.

SOLE PROPRIETORS of Takasago,

Ochi, Shinjima, Namazawa and Kani-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Japan Coal.

The Head and Branch Offices and the

Agency of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUOKI, Manager, Hongkong,

No. 2, PRINCE STREET.

Hongkong, April 25, 1906.

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY

MEETING OF THE COMPANY

will be held at the OFFICE of the

COMPANY, HOTEL MANSIONS, on TUESDAY,

the 14th August, at Noon, for the purpose

of receiving a Report of the Directors

together with a Statement of Accounts,

and of electing a Director and electing

Directors and Auditors.

THE TRANSFER BOOKS of the Com-

pany will be CLOSED from the 1st to the

14th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,

Acting Secretary.

Hongkong, July 19, 1906.

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN that

the ORDINARY HALF-YEARLY

MEETING of the SHAREHOLDERS of

this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY, the

18th August, at 2.30 p.m., for the pur-

pose of receiving the Report of the Court

of Directors together with a Statement of

Accounts to 30th June, 1906.

By Order of the Court of Directors.

H. HUNTER,

Acting Chief Manager.

Hongkong, July 31, 1906.

HONGKONG AND SHANGHAI BANK-

ING CORPORATION.

NOTICE IS HEREBY GIVEN that

the REGISTER of SHARES of the Com-

pany will be CLOSED from SATUR-

DAY, the 18th August, to SATURDAY,

the 24th August, both days inclusive, during

which period no Transfer of Shares will be

Registered.

By Order of the Court of Directors.

H. HUNTER,

Acting Chief Manager.

Hongkong, July 31, 1906.

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

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2.00 p.m. to 2.30 p.m. Every 10 minutes.

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7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

TUNNELLING THE BEHRING STRAITS.

Further Particulars of a Great Project.

According to a dispatch from St. Petersburg, the American syndicate of civil engineers, of which Louis de Lobe is president, has almost succeeded in arranging with the Russian Government for the construction of a tunnel under the Behring Strait, connecting Siberia with Alaska.

This tunnel will be of immense commercial importance. If one looks at the map of Asia and draws a line from Irkutsk to Wierchniokolymsk, the capital on the eastern shore of the Behring Strait, and from there to Nome, on the opposite side of the Strait, in Alaska, one has the route of the suggested line.

The American engineers state that the railroad through Russian territory can be built for 1,250,000,000 francs, and they have laid before the Tsar detailed plans for a tunnel under the strait, which is 61 kilometres wide and about 30 metres deep. The tunnel is to consist of three sections, each of 20 kilometres in length and this is made possible because of two small islands which are situated in the strait.

The syndicate has promised to turn over the tunnel to the Russian Government without any remuneration. It does not ask for any interest on the capital which it intends to invest and which amounts to about \$10,000,000 a year, and will even bind itself to order from Russian steel manufacturers structural steel amounting to the value of \$10,000,000 francs, and give employment only to Russian labourers and mechanics during the construction.

All that the syndicate asks in return is a ninety-year franchise, as the Russian Government shall be able to buy them out at the end of thirty years.

The syndicate furthermore promises to build a telephone line all the way through Siberia, which is to be controlled by the Russian Government, and to found a large Siberian bank for the purpose of advancing money to colonists willing to take up land in the district through which the road will run.

In return for this it asks to be granted a strip of land on each side of the road twelve kilometres wide.

The plan has the endorsement of the former Minister of Railways, Prince Khilkof, and other Russian officials, and the Tsar is expected to sign his signature to the document granting the franchise and the privileges asked for by the American syndicate before many weeks are passed.

The first news of M. de Lobe's great enterprise came out several years ago in Seattle and the manner in which it was obtained is told by the *Seattle Times*.

Jackman B. Corbet was a reporter on one of the Seattle papers. He was a graduate of the State University and his first newspaper work was reporting university news for one of the Seattle dailies. Corbet was covering hotels and one day he noticed the signature of a downtown hostelry the name of "Loiey de Lobe, Paris, France." Corbet's news account a story and he sent up a card. Word was sent back that M. de Lobe would be down at once and he appeared almost immediately. But when he came Corbet found difficulties in the way. M. de Lobe could not speak a word of English and Corbet was as ignorant of French as a newborn babe. But was Corbet stumped? Not a bit of it. His journalistic reputation was at stake, and his good old Irish wit came to his rescue.

M. de Lobe spoke Spanish fluently and still remembered some of the Latin he had once learned in college. Corbet had a smattering of Spanish and had been one of the best Latin students at the University. So he sat down on a chair opposite the French stranger and for an hour wrestled with him in Spanish and Latin, badly mixed. Finally, they arose and shook hands, Corbet with the supreme consciousness of duty well done under difficulties and M. de Lobe with a wholesome respect for the aggressiveness and resourcefulness of American journalism.

The story that Corbet turned in to his city editor was to the effect that a syndicate of which the French engineer was the head had in mind a project which was vast and almost unbelievable in its extent, but the dispatch from St. Petersburg shows that the plans are about to bear fruit. It was nothing more nor less than a continuous railroad from St. Petersburg to the United States, and the tunnel under Behring Strait was to be the keystone. M. de Lobe outlined to the reporter most of the details as they appear in the St. Petersburg dispatch and as they have come out in scattered news dispatches in the past two or three years. Lobe at the time of his visit to Seattle was on his way to Alaska to look over the ground.

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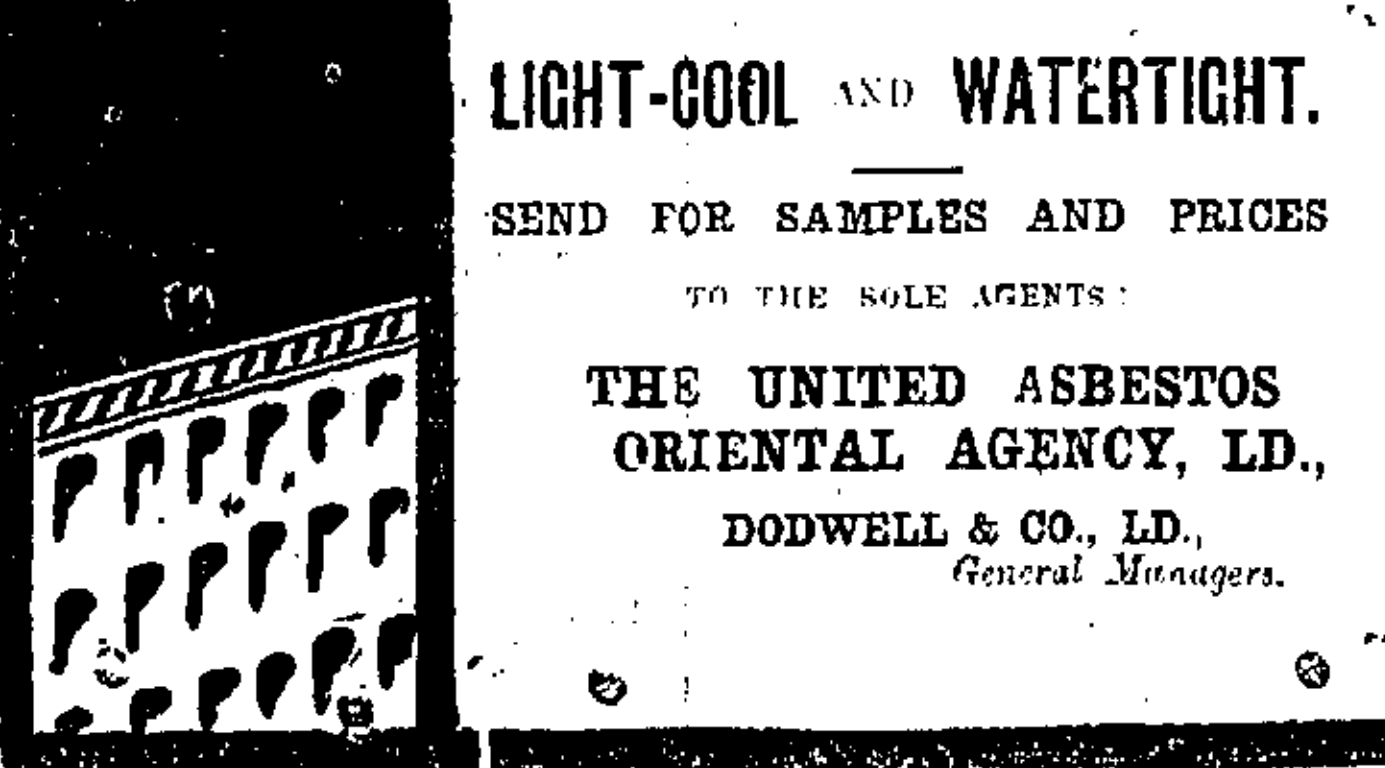
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and to State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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S. MINAMI, Manager, Hongkong.

RUBEROID ROOFING

IS THE PIONEER WEATHERPROOF, ELASTIC AND FIRE RESISTING ROOFING. 15 YEARS RECORD FOR DURABILITY AND EFFICIENCY. LIGHT-COOL AND WATERTIGHT. SEND FOR SAMPLES AND PRICES TO THE SOLE AGENTS: THE UNITED ASBESTOS ORIENTAL AGENCY, LD., DODWELL & CO., LD., General Managers.



Auctions.

PUBLIC AUCTION.

Particulars and Conditions of the letting by Public Auction, to be held on MONDAY, the 13th day of August, 1906, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND North of the River Road, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.	Boundary Measurements.	Approximate Area.	Approximate Value.
Lot 1.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 2.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 3.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 4.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 5.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 6.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 7.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 8.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 9.	107 ft. by 107 ft.	11,449 sq. ft.	1,500
Lot 10.	107 ft. by 107 ft.	11,449 sq. ft.	1,500

BY ORDER OF THE MORTGAGEE.

MESSRS HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, on TUESDAY, the 14th day of August, 1906, at 3 p.m., at their SALES ROOMS, No. 4, Ice House Street, Victoria, Hongkong, the following VALUABLE LEASEHOLD PROPERTY which will be put up for sale in Two Lots:—

Lot 1.—All that piece or parcel of ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1803, together with the messuage or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Lot 2.—All that piece or parcel of ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as No. 1804, together with the messuage or tenement thereon known as No. 3, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Particulars and Conditions of Sale may be obtained of O. D. THOMSON, Vendor's Solicitor, 4, Ice House Street, and of the AUCTIONEERS. Hongkong, July 26, 1906. 1486

FOR CANTON.

SAN CHUANG.

SEI TONG, Captain J. M. GILBERT, will leave for Canton at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days leaving Canton at 5 p.m. Excellent accommodation, Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 138, Connaught Road Central.

700

HONGKONG-MACAO LINE.

S. S. 'WING OHAI'.

CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on WEEK DAYS at 7.30 a.m., and on SUNDAY MORNINGS at 7.30 a.m., and return from Macao on Week Days at 2.30 p.m., and on Sundays at 2.30 p.m.

FARES:—Week Day 1st Class, including cabin and servant, Single \$3, Return Ticket \$5, 2nd class \$1, 3rd class 50 Cents.

On and after SUNDAY, the 29th Inst., (inclusive) the SUNDAY FARES will be:—1st Class Single \$1.00, with Cabin \$2.00, 1st Class Return \$2.00, with Cabin \$3.00, 2nd Class Single .40 Cents, Return 60 Cts. Steerage 20 Cents each trip.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal.

First-class Passengers who do not care to return on the Steamer on Sunday, will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is to be through by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street, SAM WANG COY., 81, QUEEN'S ROAD CENTRAL, Hongkong, June 22, 1906. 1684

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

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DR. M. H. CHAUN, THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.

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S. I. N. T. I. N. G., Surgeon Dentist, No. 14, D'ARCY STREET.

TERMS VERY MODERATE. Consultation Free. 628

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Siam* having arrived from the above Ports Consignees of Cargo by air are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 10th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, August 8, 1906. 1685

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENEDI.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th August, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, August 8, 1906. 1689

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP PEROLI.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents, Hongkong, August 7, 1906. 1679

NOTICE TO CONSIGNEES.

STEAMER CALEDONIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or other ports, via Havre, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 p.m., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 13th August, at Noon, will be subject to rent landing charges.

All claims must be sent in to me on or before the 13th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 13th August, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, August 6, 1906. 1676

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905, £17,837,119. 1/2.

Authorized Capital £2,000,000. Subscribed Capital £2,750,000. Paid-up Capital £2,875,000. 0/0.

II—Fire Fund £3,388,720 19/8. III—Life & Annuity Funds £13,762,498 8/6.

Revenue Fire Branch £2,611,044 19/8. Life & Annuity Branches £1,713,808 10/10.

£2,774,853 19/8. The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents, 1587

FIREMAN'S FUND INSURANCE CO.

OF SAN FRANCISCO, CALIFORNIA.

STATEMENT to 31st DECEMBER, 1905. ASSETS, GOLD \$7,232,552.19. NET SURPLUS, GOLD \$2,718,144.51. INCOME, GOLD \$4,178,784.92.

FIRE BRANCH. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO., Hongkong, April 3, 1906. 652

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
<i>Albatross</i>	despatch-vessel	1700	12	3000	Comdr. E. La T. Latham	Shanghai
<i>Andromeda</i>	cruiser, 2nd class	4360	10	8000	Captain S. L. Vaughan Lee	Hongkong
<i>Bramble</i>	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Yantai
<i>Argonaut</i>	cruiser, 1st class	13,440	2	900	Capt. E. H. Smith	On way home
<i>Britomart</i>	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yantai
<i>Cadmus</i>	water tank and tug	1070	6	1400	Comdr. Lord	Hongkong
<i>Cherub</i>	steamer	350	—	370	—	Hongkong
<i>Chloe</i>	cruiser, 1st class	1070	6	1400	Comdr. H. D. Wilkin, D.S.O.	Hongkong
<i>Diadem</i>	torpedo boat destroyer	11,000	10	6500	Capt. H. W. Savory, R.N.	Hongkong
<i>Fame</i>	cruiser, 2nd class	380	—	130	Lieut.-Comdr. Hughes	Hongkong
<i>Flora</i>	torpedo boat destroyer	4360	10	8000	Capt. Grant Dalton	Hongkong
<i>Hand</i>	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. Cox	Japan
<i>Hart</i>	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. W. H. Darwall	Japan
<i>Kant</i>	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Japan
<i>King Alfred</i>	cruiser, 1st class	14,000	14	50,000	Capt. Cecil F. Thurst, R.N.	Japan
<i>Kinsha</i>	river gunboat	616	4	1290	Lt.-Comdr. E. V. R. Dugmore	Japan
<i>Monmouth</i>	river gunboat	350	2	800	Lt.-Com. B. E. Vaughan	Japan
<i>Moorehead</i>	river gunboat	350	2	800	Lieut.-Comdr. K. Kiddle	Japan
<i>Orion</i>	torpedo boat destroyer	4360	10	8000	Comdr. C. E. Moore	Hongkong
<i>Ramirez</i>	torpedo boat destroyer	4360	10	8000	Lt.-Comdr. C. C. Walcott	Hongkong
<i>Robur</i>	river gunboat	85	2	240	Lt.-Com. H. T. Atay	Yantai
<i>Sandpiper</i>	river gunboat	85	2	240	Lt.-Comdr. Lyne	Hongkong
<i>Snipe</i>	torpedo boat destroyer	4360	10	8000	Commodore Williams	Hongkong
<i>Taku</i>	torpedo boat destroyer	4360	10	8000	Lt.-Comdr. K. Secretan	Hongkong
<i>Tamar</i>	torpedo boat destroyer	4360	10	8000	Lieut.-Comdr. West	Hongkong
<i>Thetis</i>	torpedo boat destroyer	4360	10	8000	Lieut.-Comdr. Stevenson	Japan
<i>Thistle</i>	torpedo boat destroyer	4360	10	8000	Comdr. R. W. Glenister	Japan
<i>Virago</i>	torpedo boat destroyer	4360	10	8000	Lt.-Comdr. G. B. Spicer-Simon	Japan
<i>Waterwitch</i>	torpedo boat destroyer	4360	10	8000	Lieut.-Com. C. W. Wrigglesworth	Upper Yangtze
<i>Whiting</i>	river gunboat	105	2	800	Lieut.-Com. Jno. F. Knox	Upper Yangtze
<i>Widgeon</i>	river gunboat	105	2	800	—	Upper Yangtze
<i>Woodcock</i>	river gunboat	105	2	800	—	Upper Yangtze
<i>Woodcock</i>	river gunboat	105	2	800	—	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4369	19	9000	Capt. Ferdinando Balby	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Yokohama
Achiron	French armoured cruiser	1796	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Morle	Haiphong
Alouette	French gunboat	123	—	500	Commander Kerihuel	Cape St. James
Carondelet	French gunboat	845	10	1000	Lieut. Jeanne	Salon
Océide	French gunboat	3985	14	6500	Lieut. L'Eves	Shanghai
Descartes	French cruiser	10,814	28	20,000	Comdr. Amet	Kiungkang
Duport-Thouars	French armoured cruiser	10,814	28	20,000	Lieut. Coquilin	Salon
French sub-marine	French sub-marine	303	7	6300	Lieut. Garreau	Yokohama
French destroyer	French destroyer	350	7	503	Lieut. Saint-Sauve	Yokohama
French cruiser	French cruiser	9376	28	20,200	Captain Ridoz	Yokohama
French cruiser	French cruiser	9700	—	—	—	Yokohama
French gunboat	French gunboat	300	6	308	Lieut. Porier	Haiphong
French gunboat	French gunboat	307	7	300	Comdr. Sagot-Duvaux	Haiphong
French gunboat	French gunboat	1250	6	2200	Commander Simon	Salon
French sub-marine	French sub-marine	9700	12	19,600	Lieut. Ambroster	Yokohama
French destroyer	French destroyer	307	6	300	Capt. Martel	Salon
French gunboat	French gunboat	—	—	—	Lieut. de Chamin	Salon
French gunboat	French gunboat	—	—	—	Capt. Grullier	Chungking
French gunboat	French gunboat	—	—	—	Lieut. Lavisier	Tongku
French torpedo-boat	French torpedo-boat	350	7	300	Lieut. de Reinach Worth	Bale d'Acog
French sub-marine	French sub-marine	—	—	—	Lieut. Glorieux	Salon
French torpedo boat	French torpedo boat	—	—	—	Lt. Vincent de Brichignac	Salon
French battleship	French battleship	9437	8	6071	Reserve	Salon
French destroyer	French destroyer	1796	10	1700	Lieut. Lehall	Salon
French gunboat	French gunboat	250	6	—	Capt. Dupries	Salon
French destroyer	French destroyer	6150	23	4560	Capt. Terguem	Salon
French battleship (reserve)	French battleship (reserve)	123	7	500	Lieut. Brugnon	Hongkong
French gunboat	French gunboat	—	—	—	—	—
German flagbhip	German flagbhip	11,000	26	14,000	Captain Wilken	Japan
German cruiser	German cruiser	6230	34	10,000	Comdr. Baron von M. Hüllesbeck	Hongkong
German gunboat	German gunboat	1000	10	1300	Comdr. Kloebe	Hongkong
German gunboat	German gunboat	850	10	1300	Comdr. Hartoz	Hongkong
German gunboat	German gunboat	1009	8	875	Comdr. Lubbert	Tientsin
German torpedo-boat	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Müller	Tientsin
German torpedo-boat	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Hankow
German gunboat	German gunboat	900	10	1300	Comdr. Delphin	Hankow
German gunboat	German gunboat	170	5	1300	Capt. Lieut. Giebler	Canton
German gunboat	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yungtze River
German gunboat	German gunboat	—	3	500	Capt. Lieut. Ferbol	Yungtze River
Italian cruiser	Italian cruiser	3000	—	—	Capt. Marcano	Hongkong
Italian cruiser	Italian cruiser	2500	10	7471	Captain Borea Ricci	Shanghai
Italian cruiser	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Italian cruiser	Italian cruiser	2488	29	7000	Capt. Pescetto	Shanghai
Portuguese cruiser	Portuguese cruiser	1860	14	4000	Captain d'Antas Ribeiro	Macao
Portuguese gunboat	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
U. S. cruiser	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
U. S. gunboat	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
U. S. torpedo-boat destroyer	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
U. S. cruiser	U. S. cruiser	4600	—	—	Capt. Sargant	Manila
U. S. torpedo-boat destroyer	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Lewis	Hongkong
U. S. gunboat	U. S. gunboat	420	10	6000	Lieut. Denaker	Hongkong
U. S. torpedo-boat destroyer	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
U. S. cruiser	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Wooten
U. S. torpedo-boat destroyer	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garrell	Manila
U. S. torpedo-boat destroyer	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
U. S. gunboat	U. S. gunboat	660	10	6000	Capt. Omdr. J. H. Hood	Shanghai
U. S. gunboat	U. S. gunboat	1392	8	1888	Comdr. P. E. Baynes	Manila
U. S. monitor	U. S. monitor	3990	6	3000	Captain Mahan	Hongkong
U. S. monitor	U. S. monitor	4084	4	5244	Comdr. J. B. Milburn	Cavite
U. S. monitor	U. S. monitor	4084	20	7500	Commander G. E. Harbo	Manila
U. S. battleship	U. S. battleship	12,000	—	—	Captain Logan	Manila
U. S. gunboat	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
U. S. gunboat	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
U. S. cruiser	U. S. cruiser	4000	14	—	Capt. Cavies	Manila
U. S. cruiser	U. S. cruiser	4218	18	7500	Capt. F. F. Fletcher	Manila
U. S. cruiser	U. S. cruiser	4028	27	9913	Captain Very	Manila
U. S. cruiser	U. S. cruiser	1000	18	1113	Commander Marshall	Shanghai
U. S. gunboat	U. S. gunboat	347	3	500	Lieut. H. A. Wiley	Shanghai
U. S. gunboat	U. S. gunboat	1337	8	1694	Commander A. W. Dodd	Canton
U. S. gunboat	U. S. gunboat	12,000	50	12,600	Captain Drake	Manila

DRINK

THE ONLY GENUINE
'TANSAN'

J. CLIFFORD-WILKINSON.

WHOLESALE OF SPICES
AND
IMPORTATIONSPer Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Btles. \$8.50
Per Dozen Btles. \$1.70TANSAN
GINGER ALEExperts Testify That
TANSAN WHOLESALE
PARATABLE

GINGER ALE

Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Btles. \$8.50
Per Dozen Btles. \$1.70

SPECIAL LOW PRICE

SOLE AGENTS
H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

DON'T MISS!!

POWELL'S

SPECIAL SHOW

of

SMART, UP-TO-DATE

BLOUSES,

BELTS,

MILLINERY.

SUNSHADES,

SKIRTS,

DRESS

FABRICS,

etc., etc., etc.

FIRST-CLASS GOODS

AT

MODERATE PRICES.

Wm. POWELL, Ltd.,

ALEXANDRA

BUILDINGS,

HONGKONG.

The
SAVOY,

LIMITED.

JUST

RECEIVED

FINE LINE

OF

Untrimmed -

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QUEEN'S ROAD

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Hongkong, August 1, 1906.

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18

A. S. WATSON

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DOG

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IN

QUARTS, PINTS

AND

SPLITS.

This ALE, brewed expressly

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System which enables the best

Characteristics of a Good ENG-

LISH ALE to be combined

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Character and a practical FREE-

DOM from SEDIMENT—a

result hitherto deemed unat-

tainable.

Per Case of 4 Doz. Quarts \$18.00

" 8 " Pints. 24.00

" 12 " Splits. 27.00

Per Dozen Quarts... 4.50

" Pints... 3.00

" Splits... 2.40

SOLE AGENTS:

A. S. WATSON & CO.,

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WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, July 25, 1906.

MARRIAGE.

Mr. BEN BAIN, of St. Mary's Church, Waterloo Park, Waterloo, on Wednesday, 8th August, CHARLES HOLLYMAN, Missionary, of "Lasholms," Great Crosby, Liverpool.

MEMOS FOR TO-MORROW.

Miscellaneous.

Goods per Sailing undelivered after 4 p.m. on this date will be landed.

General Memoranda.

SATURDAY, August 11:—

4 p.m.—Meeting of Hongkong Gun Club at Club House.

4 p.m.—Austic Fete at V.R.C.'s Enclosure, Kowloon.

MONDAY, August 12:—

3 p.m.—Auction of Crown Land at the Public Works Department's Office.

Goods per Sailing undelivered after this date at Noon will be subject to rent and landing charges.

Goods per Sailing undelivered after this date subject to rent.

TUESDAY, August 14:—

Noon—Meeting of Hongkong, Canton & Amoy Steamship Co., Ltd., at Co.'s Office.

8 p.m.—Auction of Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.

WEDNESDAY, August 15:—

Goods per Sailing undelivered after this date subject to rent.

Goods per Sailing not cleared at 4 p.m. on this date subject to rent.

SATURDAY, August 18:—

Noon—Meeting of Shareholders of The Hongkong and Shanghai Banking Corporation, at the City Hall.

MONDAY, August 20:—

Noon—Meeting of Hongkong & Whampoa Dock Co., Ltd., at Co.'s Office.

The China Mail.

HONGKONG, THURSDAY, AUGUST 9, 1906.

THE BRITISH MERCANTILE

MARINE

The President of the British Board of

Trade has appointed a committee to

consider the best means of securing

the supply and training of young men

for the mercantile marine. Experience

has shown that the appointment of

committees is too often an expedient

adopted by a harassed minister to pass

his responsibilities on to other shoulders.

In the event of the deliberations

of the committee being fruitless—as

they not infrequently are—the minister

can shrug his shoulders and claim

to have done all that can be expected.

It is not suggested that Mr. Lloyd

George has any intention in his mind

of shirking his duty in this instance.

On the contrary even the conserva-

tive papers at Home applaud his

action, possibly because the minister

is not fitted by training or knowledge

to grapple with the problem himself.

We have, on many occasions, pointed

out in these columns the eminent desir-

ableness of practical attention being

given to the unfortunate, not to say

disastrous, phenomenon presented by

the passing of the British sailor. To

the meanness understanding the man-

ning of our mercantile fleet by aliens

will be seen to constitute a fearful

menace if we should, unhappily, be

involved in a naval war. Dependent

as Great Britain necessarily is upon

food supplies from overseas the loyalty

of the crews of the merchant shipping

is only one degree less important

than the loyalty of the men who

form the personnel on our war-

ships. On several occasions, lately

it has been shown that disasters to

British vessels have occurred owing to

more than fifty per cent of the crews

of the vessels being Swedes, Russians or

Italians who could not understand the

words of command given by their

officers. This is a condition of affairs

so obviously bad that it is surprising

that there has been no great popular

movement to bring about its better-

ment. The only means of overcoming

the difficulty is to train the British

youth for his national calling and, as a

corollary to render that calling more

attractive and remunerative. The dif-

ficulty experienced in getting together

a good crew of British seamen is

attributable to many causes. In the

first place the wages paid are not high

enough to induce young men to em-

brace a calling which necessarily

involves considerable hardship and

a lack of the social and home pleasures

which are available to the humblest

land worker. Then the regrettable

allegation has been made that, in con-

sequence of the interference of union

officials, the British sailor is not amen-

able to the discipline which is abso-

lutely essential to the safety of a

sea-going vessel. But the greatest

difficulty of all, and the one that the

President of the Board of Trade has

most wisely directed the committee to

pay special attention to, is the short-

ness in the supply of trained British

sailors. We won our position in the

world by the superiority of our sailors

at a time when the line of demarcation

between the naval and the mercantile

marine men was not so sharply defined

as it is now. It would be a national

calamity if we developed the habit of

employing cheap substitutes in every

calling that brings out the sterner

qualities in men, consequently we wish

every success to the committee which

is now endeavouring to solve this

very pressing problem.

The Christian Scientists in England,

rubbied up by the recent case, have

been busily defending themselves

against detractors. Letters are ap-

pearing in various papers and the *Morning**Post* of London contains one from

a declared church of England man who

asks: Is not this persistent campaign

of scorn and ridicule directed against

the religious beliefs of the Christian

Scientists becoming distinctly monoton-

ous? Whatever their merits or demerits,

they at any rate are never found

engaged in such un-Christian-like and

uncharitable practices as attacking,

jeering and sneering at other denomi-

nations. Apart from this vexed question

of physical healing I am absolutely con-

vinced that they, as much as any de-

nomination, are doing their full share

of the good work in the world in helping

people to lead better lives, and I per-

tinent think that they ought to be given

credit for it; and further, as we

all benefit by a better world, surely

then should we welcome all such

workers who are helping to make

it so, under whatever name or

theories they work. Let us, there-

fore, as professing Christians, show

a more just and generous spirit

than that of always harping on their

occasional failures while remaining

perfectly silent on their many suc-

cesses. What is wanted is to have

far less time wasted on talking about

religion, wrangling about doctrines;

far less of the latter, and much more

of the acting of religion in our daily

lives, this, after all, being the only true

test of the sincerity of our profes-

sions.

The Report of the Commission

appointed more than two years ago

to examine into and report upon the

alleged lawlessness of certain clergy-

men in the Church of England, has

recently been published. The Commis-

sion was strong and fairly representa-

tive of the different shades of opinion

within the Anglican communion.

Its findings have been unanimously

supported, and therefore it is fair to

assume that extreme views have found

no place within its covers. In a few

weeks the public will be able to read,

if so inclined, the evidence on which

the findings are based, and will be

able to see for themselves whether the

recommendations of the Commission

are worthy of attention or not. It

seems to have been made out from

the reports to hand in the papers by

the French mail, that some of the

clergy have been guilty of "an or-

ganized sustained, and widespread

conspiracy to upset the Protestantism

of the English Church, and to bring

back its doctrine, ceremonial, and

spirit to the Roman model." That

there must be some truth in this

charge is evident when we hear the

Primate saying in Convocation, that

the situation has "become well-nigh

intolerable." It is not our intention

here to traverse the many affirmations

of the report, in which it is averred

that the Clergy have deliberately

BY TELEGRAPH.

GENERALS FIGHT.

A BLOODLESS DUEL.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, August 8.

A dispute between General Negrier and General Andree, of the French Army, which arose out of the memoirs of General Andree, led to a duel.

General Andree fired harmlessly into the air, but General Negrier did not fire at all.

RUSSIA

GENERAL STRIKE A FAILURE

Vigorous Authorities

(Exclusive Service, supplied by Reuters, via Bombay.)

Petersburg, August 8.

It is officially announced from St. Petersburg that the general strike has completely failed.

The movement of the strikers, who were demanding a 10 per cent. increase in wages, and a 40-hour week, has been completely crushed.

The failure of the strike has brought about by the prompt and vigorous action of the authorities, who arrested all the agitators it was possible to lay hands on, and continued to disperse the crowds.

New Premier Falls.

LONDON, August 7.

Owing to the failure of M. Sturges to form a Cabinet, the feeling is gaining ground that the Russian Court is favourable to a military dictatorship, and the Grand Duke Nicholas.

Destroying Evidence.

LONDON, August 7.

Yesterday the revolutionaries at Sevastopol rang the bell of the military tribunal, and after overpowering and bludgeoning the attendant proceeded to the office and stole the records of the revolt of the fleet, including the documents relating to the case of Lieutenant Schmidt.

THE WRECK OF THE "SIRIO."

LONDON, August 7.

The Captain of the "Sirio" is alive and on shore.

He declares that the rock on which the ship struck was not marked on the charts.

H. M. S. "MONTAGUE."

LONDON, August 7.

The wreck of H. M. S. "Montague" is to be sold by auction.

CANTON NOTES.

(From Our Correspondent.)

THE CANTON-HANKOW RAILWAY.

Although there are floods of suggestions, and oceans of reports of meetings in connection with the Canton-Hankow railway there appears to be little that is going on. If any one were to take the trouble to read all that is reported of the meetings, of the suggestions, and the protests, and of the forecasts one might do little else. Yet the fact remains that little that is practical seems to be done or even attempted. Mutual suspicion will account for much of the difficulty in getting the enterprise going. Then underneath the determination that foreigners shall be kept out of the undertaking at all costs, and be prevented from influencing the decisions of those who have power or influence, there appears to be a suspicion that the Chinese themselves are really unable to put the thing through, and that if Chinese take the matter in hand it cannot be assured that, when the line is put down, it will be capable of doing the work for which railways are laid.

FAMINE IN YUNNAN.

I hear that a very severe famine is raging throughout the province of Yunnan. For some months no rain of any moment has fallen, and there is no harvest, and there will be none. Owing to the peculiar conditions of the country, and the difficulties of transport, there is no means of getting food to the people even if food were available. The report says that rice is selling at \$1 for 6 catties. The price of rice in Hongkong at present is \$1 for 22 catties and therefore we can see that there is a serious famine threatening the people. About \$10,000 have been subscribed by the governors of the province, and business firms have gone into Annam where rice is plentiful and cheap. The benevolent of Canton have been urged to take the matter up, and subscribe money to relieve those who are threatened with death. Even the rich, with money in their pockets, can only buy the most necessities of life.

A BANKRUPT'S BOOKS.

Why Were They Sold?

In the Bankruptcy Court this morning before His Lordship Sir Francis Pigott, Chief Justice, the public examination of Mr. Ko Wan, a partner in the Kwan Yu Yee Hop Koo firm took place.

Mr. Ko Wan explained that the firm carried on business as flour merchants and Californian merchants. Ten years ago Mr. Ko Wan and Li Wing Kwan took over the business, but Mr. Ko Wan did not know when the firm started nor how much he put in to it. It was probably about \$10,000. At the commencement of the current Chinese New Year they removed to Des Voeux Road and one of the books, as he did not think the old books of the firm were of any use, sold them, after the balance had been carried forward.

The Chief Justice: What did he get for them?

Mr. Ko Wan: I don't know.

Mr. Wakeman: What were your liabilities then?

Mr. Ko Wan: At the beginning of the year we owed \$100,000.

Mr. Wakeman: What were your assets?

Mr. Ko Wan: How can I tell?

Mr. Wakeman: Did you have more money owing to you than you owed?

Mr. Ko Wan: Our shop was heavily indebted; we were insolvent.

Mr. Wakeman: I think that you sold the books?

Mr. Ko Wan: No.

Mr. Wakeman: How do you account for being bankrupt?

Mr. Ko Wan: Because two of my creditors commenced action against me, and I thought it better to put the whole estate into bankruptcy in order that all the creditors might get a dividend. The shop has been having trouble in connection with the sale of flour.

Mr. Wakeman: Did you send flour to Australia?

Mr. Ko Wan: No. We bought large quantities from Australia.

Mr. Wakeman: You have due to you \$10,000 from persons in Australia. What is that for?

Mr. Ko Wan: We sent miscellaneous goods to Australia; not flour. That is a good debt.

Since a petition had been filed, continued Mr. Ko Wan, he had been approached by certain creditors asking him to withdraw it. They said: "You are our very good friend; it is merely a debt." The whole of the local creditors had taken up that stand.

Mr. Wakeman: What percentage could you pay if the receiving order was withdrawn?

Mr. Ko Wan: It is impossible for me to say.

Mr. Wakeman: What do your creditors think?

Mr. Ko Wan: They did not mention anything about the percentage I was to pay them.

The public examination was adjourned.

THE UNITED ASBESTOS AGENCY.

Annual Meeting.

The tenth ordinary general meeting of shareholders in the United Asbestos Oriental Agency Limited was held at Messrs. Dodwell and Co.'s office at noon. Mr. G. H. Medhurst presided and there were also present Messrs. A. Denison, J. Skinner, R. G. Barrett, A. Ritchie and G. R. Edwards (secretary).

The Chairman said:—Gentlemen, With your permission I propose taking the report and accounts as read. The profit we have been able to show this year, although slightly less than that of the previous twelve months we consider satisfactory in view of the keen competition and general depression in trade. I do not think the accounts call for much explanation, the profits on the sales are some \$17,510 more than last year, but the expenses have increased by approximately this amount. The increased expenditure is partially due to the initial cost of opening in Singapore, but we consider the money well spent as we have good hopes of the branch proving a valuable source of income to the Company in the future. Your general managers have not considered it necessary to write down the value of the launches as they already stand in the books at a very low figure; they have however written off \$662.16 for depreciation of furniture and fittings. The stock as usual has been very carefully taken and checked and due allowance made for depreciation. Before proposing the adoption of the Report and Accounts I shall be pleased to answer any questions to the best of my ability.

There were no questions and the Chairman proposed the adoption of the report and accounts.

Mr. Denison seconded. He said that while doing so he would take the opportunity of suggesting that the general managers should consider the advisability of doing away with the founder's shares. It was better in a company like theirs to have but one class of shares.

The Chairman said that the suggestion should be considered and the resolution was carried.

Mr. Ritchie proposed the re-election of Mr. W. H. Potts as auditor, the motion was seconded by Mr. Skinner and carried. That concluded the business and the Chairman announced that dividend warrants could be obtained on application.

A GOOD RULE FOR THE HOME.

MAKE it one of your regular habits to take Chamberlain's Colic, Cholera and Diarrhoea Remedy in your home as a safeguard against a sudden attack of bowel complaint. It is certain to be needed sooner or later, and when that time comes it will be needed badly. For sale by all chemists and storekeepers.

COMPLICATED MORTGAGES.

A Bankrupt's Story.

The public examination of Wong Yik, travelling trader, was commenced in the Bankruptcy Court, this morning, before His Lordship Sir Francis Pigott.

Debtor stated that he traded in indigo, dye, etc., and was forced to file a petition in bankruptcy because two partners who jointly owned forty-four houses in Third Street with him, had sued him for money. On the houses there was a first mortgage of \$20,000, and of this money he had used \$18,000, which he paid to Messrs. Borneman and Company as security for himself as a comrade. There was also a second mortgage of \$35,000, which was made in order to pay off the balance of the security.

Mr. Wakeman: You have put the amount of the second mortgage in your statement as \$11,000. How is that?

Debtor:—Yes; I have to pay \$11,000.

Mr. Wakeman:—Are you to be released from your security by Messrs. Borneman?

Debtor:—No arrangement has been come to.

Mr. Wakeman:—Then you are still liable for \$35,000? There is also a third mortgage on this property for \$18,000, is there not?

Debtor:—Yes; my partners received the money. I had already received \$18,000 out of the \$20,000, and my partners insisted upon me giving them a promissory note for \$9,000 each.

Mr. Wakeman:—The property which you put down as worth \$13,000 is not worth anything then?

Debtor:—My partners owe me about \$8,000.

Mr. Wakeman:—The property is mortgaged for \$70,000 and you say it is only worth \$7,000.

Debtor:—It is only mortgaged for \$20,000.

Mr. Wakeman:—There is a first mortgage for \$20,000, a second for \$35,000 and a third for \$18,000.

Debtor:—The \$20,000 is paid off because I gave them promissory notes. How about their debts to me? They owe me \$3,000 and \$6,000.

Mr. Wakeman:—In your list of creditors you put your partners down for \$9,000 each.

Debtor:—These are the amounts I gave promissory notes for; the third mortgage for \$18,000.

Mr. Wakeman:—Did you get the promissory notes back?

Debtor:—No.

Mr. Grist said that he could call evidence to show that the debtor had property at Canton. According to the Bankruptcy Ordinance he must sell this for the benefit of his creditors or he could be committed for trial for contempt of Court.

His Lordship said that he felt satisfied that the debtor had property at Canton but he would like to have evidence called on the point, and Mr. Grist promised to call witnesses.

The debtor said that the property at Canton belonged to his son. He had nothing to do with it.

Mr. Grist:—Where did your son get the money from to buy it?

Debtor:—From his mother.

Mr. Grist:—Where did she get it from?

The debtor:—She won it in the Wai Shing lottery.

Mr. Grist:—How much?

Debtor:—\$10,000.

Mr. Grist:—Did she have several wins.

Debtor:—Yes, she was very lucky.

The examination was adjourned sine die so that further evidence might be produced.

THE CANTON-HANKOW RAILWAY.

Construction Commences.

(From Our Correspondent.)

CANTON, August 8.

At a meeting of the Directors of the Canton-Hankow Railway Company held yesterday, at which there were present some fifty persons, who were presided over by Chang Kun Ying (Director), the following matters were tabled.

1.—On the 18th day, the Company sent a Commission consisting of Chan Lai To, Hau Hui Chiu, Leung Wei Ting, and Hung Lai Ting to one of the Hongkong Branches which was represented in the persons of Chan Kang Yu, Chan Chak Yu and Young Sai Ngam, and asked them what they intended doing with the funds they had collected on behalf of the Company. According to the report of the Company's Commission the gentlemen in question still refused to hand over the money. Now it is desired to know what would be the best step for the Company to take with a view to entirely closing that Branch. It is desired to wire the amount of funds collected for the information of the Board of Commerce, and to advertise the same in the papers; it is further desired to notify the public that all scrip issued by Chan Kang Yu, Chan Chak Yu, and Young Sai Ngam, who represented one of the Hongkong Branches would be cancelled and taken out of the Company's books, owing to their refusal to hand over the money.

2.—To appoint the 22nd day (11th August) on which to commence work. The first portion to be worked upon is at the Sai Chung Shui Yuen Kong. The embankments along Ko Tong are also to be proceeded with.

On the day above mentioned, the various representatives are requested to be present when the ceremony of resuming work will be carried out at noon.

On the 17th day, His Excellency Viceroy Shun wired to the Railway Director from Whampoa stating that he (the Viceroy) had telegraphed Viceroy Yuan Shi Kai hurrying the return of Kwong, a Chinese Engineer, and that a reply has since been received that Viceroy Yuan has directed Kwong to return as speedily as possible.

On the same day, the Railway Company wired Kwong asking what money he would require for his travelling expenses in order that the necessary money might be sent him.

Fifty tenders for constructing the tunnel at Sai Chung Shui Yuen Kong, which is 3,000 feet in length have been received. The offers vary from \$50,000 to \$13,000. The contract for \$15,500 was accepted, and the agreement was signed the same day.

UNPROFITABLE BOARDING HOUSES.

At the Bankruptcy Court to-day the public examination of Mrs. Elizabeth Banney was concluded, before His Lordship Sir Francis Pigott, Chief Justice.

The debtor said that she lately kept a boarding house at No 56 Caine Road. She first started at Morrison Hill in 1904 when \$2,000 was raised for her in subscriptions. With this the houses were furnished and other necessary expenditure incurred. The boarding house did not pay from the start and she shifted to Caine Road but the place there did not pay either. At first she had four boarders but latterly only two. She owed \$6300, the biggest creditor being the 'Wo Shan' firm, comradors, to whom she owed \$600.

The debtor was adjudged bankrupt on the application of Mr. Grist.

SPORTING.

Ride Shooting.

VOLUNTEER RESERVE ASSOCIATION.

Competitions for the Governor's Cup and Pool, 200 yards for members of the Volunteer Reserve Association, will take place on the following dates: Saturday, 11th, 1.30 to 4.30; Sunday, 12th, 9.30 to 12.30; Saturday, 18th, 1.30 to 4.30; Sunday, 19th, 9.30 to 12.30; and for the CHINA MATE Cup on Saturday, 25th, 2.00 to 6.00.

Members wishing to have private practice on week days may do so on notifying the Hon. Secretary, but they will have to make their own arrangement for rifles and ammunition.

Home Cricket.

YOUNGSTER BEATEN.

The outstanding feature of the cricket championship journey of the first fortnight in July was the defeat of Yorkshire, who were beaten by Nottingham at Dewsbury for the first time this season. It was something approaching a sensational finish, Yorkshire being unexpectably beaten by 25 runs. Set only 44 to win, their batting broke down so badly that Hallam and Wase got rid of them for only 68, Tunnicliffe "bagging a brace."

SURREY LEADING.

On July 14 Surrey headed the County Championship, having won 11 matches, lost 1 and drawn 3; Yorkshire was second, won 9, lost 1, drawn 5; and Lancashire was third, won 9, lost 2, drawn 3.

THE AVERAGE.

T. Hayward still leads in the batting averages, having, up to July 14, scored 2140 runs in 218 innings (3 times out), an average of 85.60. E. G. Arnold (average 66.38) was second.

S. Haigh led the bowlers, having taken 110 wickets for 1208 runs, an average of 10.66. Wase (61 wickets at an average cost of 13.39) was second.

A BOWLING FEAT.

The sensational feature of the Gentlemen v. Players' match at Lord's—it is exactly 100 years ago since the first game between representative teams was so styled—was the wonderful bowling of Arthur Fielder, the Kent professional, who took all ten wickets, a feat without precedent in the history of the encounter. He clean bowled five men, got another bow, Lilly caught three off him behind the stumps, while his tenth wicket came from a "skyer" to Haigh at mid-on.

The wicket gave Fielder some assistance, as it kicked a good deal at the end and two or three of his victims fell to fast-rising balls, which the batsmen just nicked in Lilly's safe hands but, for all that, he kept a beautiful length, and no one really played him with comfort or certainty. Fielder's figures were:

OVERS. MAIDENS. RUNS. WKTS.

24.5 1 90 10

General.

A. J. Jarvis, of Leicester, has again won the long-distance swimming championship in the Thames, beating H. Taylor (Chad-derton S.O.), after an exciting race, by two yards in 1 hr. 3 min. 40 sec. This is the eighth win for Jarvis, who, from 1898 to date, has only been beaten once; last year Billington won.

The final of the inter-regimental polo tournament at Hurlingham was won by the 20th Hussars, who beat the 11th Hussars by six goals to five. At the end of the usual sixty minutes each side had scored five goals, and it was necessary to play over sixteen minutes of extra time before the "20th" secured the winning goal.

On July 7 at Stamford Bridge the A. A. A. Championships were contested. J. W. Morton (100 yards champion) again won, Dennis Murray (Ireland) was second and Lieut. Halswell (Scotland) third. The time was 10 1/2 seconds.

The mile was won by G. Butterfield (Darlington Harriers), who was last year's champion. Time 4 min. 18 1/2 sec.

A. Askey won the half-mile in 1 min. 57 1/2 sec., the fastest time for eight years.

O. H. Jupp (L. A. C.) won the 250 yards in 22 1/2 sec.; Jupp won in 1904 but was beaten last year.

The 120 yards hurdles fell to R. S. Spronach (Glasgow Academicals), last year's champion. Time 10 1/2 sec.

Lieut. Halswell retained the quarter mile title by again winning. Time 48 1/2 sec.

RHEUMATISM PAINS RELIEVED.

TIME quick relief from rheumatic pains is afforded by Chamberlain's Pain Balm has surprised and delighted thousands of sufferers. It makes rest and sleep possible. A great many have been permanently cured of rheumatism by the use of this ointment. For sale by all chemists and storekeepers.

THE NEW WEEKLY

SEND IT TO YOUR HOME FRIENDS.

We will mail it for you by the Outgoing Steamer if you will send the Address.

SATURDAY'S ISSUE will interest you. Buy it and SUBSCRIBE so that you will have a chance of winning the

\$500.

LAST SATURDAY'S ISSUE WILL TELL YOU ALL ABOUT IT.

CORRESPONDENCE.

THE CANTON-HANKOW RAILWAY.

(To the Editor of the "CHINA MAIL.")

Sir:—Last week, the Canton Office of the Canton-Hankow Railway Company sent a Commission to Hongkong requesting Chan Chak Yu and Yeung Sai Ngam to hand over the money which they have collected on behalf of the Company. This request met with a refusal.

May I, though the medium of your paper, ask what they intend to do with the money, which amounts to \$108,000? Messrs. Chan Kang Yu and others maintained that the present management of the Canton-Hankow Railway Co. was not formed to the satisfaction of the Shareholders; but they themselves have apparently erred in refusing to hand over the money without first consulting with the Shareholders whose money they now hold. In the event of the Company cancelling all the scrip as a result of their obstinacy in not complying with their request, will Messrs. Chan Kang Yu and the above named gentlemen make good the loss sustained by the Shareholders through their refusal?—Yours etc,

ONE OF THE SHAREHOLDERS.

THE "SAINAM" PIRATES.

Confession of Guilt.

(From Our Correspondent.)

CANTON, August 8.

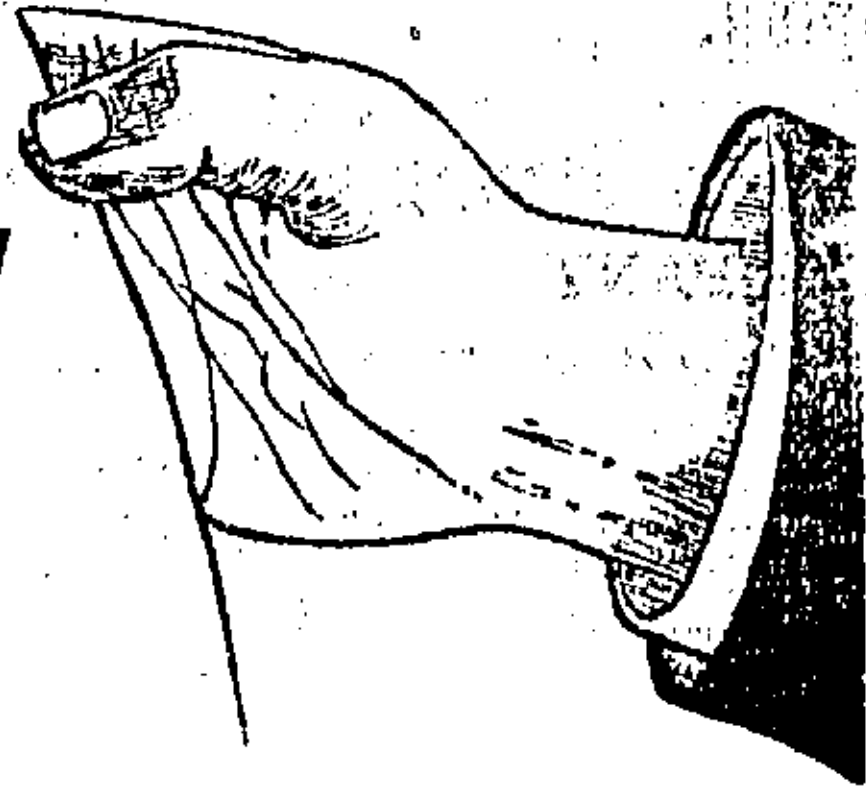
It appears from reports to hand that the Officials have put the five men, whom they arrested as implicated in the piracy case, on their trial. When they were arrested, they were submitted to a kind of preliminary trial, and their confessions, with the impressions of the palms of their hands were sent to the Nam Hoi magistrate where the prisoners themselves were forwarded. At the more formal examination the men were at first inclined to go back on what they had before confessed. But the sternness of the magistrate, linked with a promise that one of their number, Cheung A Ping, would be regarded as king's evidence if he would confess, led to a clean breast of the whole affair.

If what Cheung A Ping said is correct (and it appears to harmonize with a good deal of what is generally known) then the authorities have really got hold of the ringleader of the outrage, named Leung A Kan. He is the one who planned the attack; he had the firearms, and distributed them to the others who were with him. When the robbery had been effected, they landed on the banks of the river near by, drove away all the villagers who were living there looking after the silkworms and the mulberry trees, and, there and then, divided the booty among them, which amounted to about \$200 and 10 suits of clothes each.

They then glided down the river through the night, and in the early morning reached Lung Kong and took passage on the ordinary boat for Canton, hoping to lose themselves in that great city. Such, in the main, is the evidence which came out in the examination. One of the prisoners confessed so fully that the mandarin gave him a few handfuls of cash as a reward for his virtue. What is to be their punishment is not yet published.

Among the five prisoners was one named Chan A Kai, who gave the following account of himself. He was an employe in a restaurant in Canton, and noticed that a merchant, who had stayed a night in the hotel, had in his possession a heavy case which he inferred contained silver. He therefore left his employer without any notice and followed the merchant who took passage in the "Sainam" for Wuchow. Chan A Kai bought a revolver and followed him on board and waited for events. When he saw the turn affairs were taking he revealed himself and joined the pirates.

Such is his story, though there seem to be points arising therefrom that made it rather difficult to believe. At any rate at present he is looked upon in the Nam Hoi's prison and is charged as being one of those who are likely to suffer for following the impulse to do wrong because the opportunity for so doing was presented.



NEW CONNAUGHT HOTEL.

HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON,

Manager.

Hongkong, April 12, 1906. 700

The ROBINSON PIANO COMPANY, Ltd.

MANUFACTURERS

AND IMPORTERS

OF HIGH-CLASS

PIANOS

AND ORGANS,

Every Description

MUSICAL INSTRUMENTS.

Opposite King Edward Hotel, Hongkong.

WEISMANN, LIMITED.

PURVEYORS TO HIS EXCELLENCY THE GOVERNOR OF HONGKONG.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

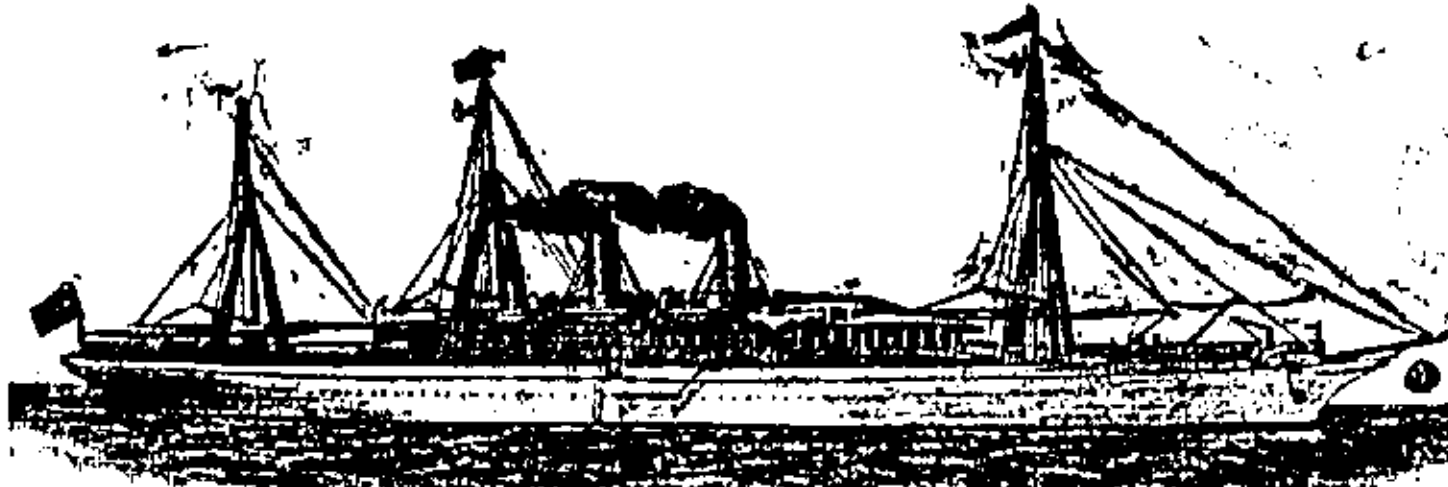
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named —	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI & KOBE	BANCA	About 18th August	Freight only.
LONDON, &c.	MOLDAVIA	Noon, 11th August	See Special Advertisement
LONDON & ANTWERP, VIA SUEZ, PANAMA, COLON, PORT SAID AND MARSEILLES	NUBIA	About 18th August	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SOCOTRA	About 18th August	Freight only.

P. & O. N. Co.'s Office.

E. A. HEWETT, Superintendent

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that maintains a Regular Schedule of 12 Days across the Pacific to the EMPRESS LINE. Service 5 to 7 Days Ocean Travel 19 Days YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER

Proposed Sailing.	(Subject to Alteration).
R.M.S. EMPRESS OF INDIA	Leave Hongkong 22nd Sept. 12.
ATHLETIC	Leave Hongkong 29th Sept. 19.
EMPEROR OF JAPAN	Leave Hongkong 6th Oct. 27.
MONTEAGLE	Leave Hongkong 13th Oct. 27.
EMPEROR OF CHINA	Leave Hongkong 20th Oct. 27.
TARTAR	Leave Hongkong 27th Oct. 24.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

R.M.S. MONTREAL, TARTAR and ATHLETIC Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information apply to Messrs. W. CRADDOCK, Acting General Agent, 100, Queen Street, Hongkong.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	WAKASA MARU, Tons 6,265.	WEDNESDAY, 22nd Aug., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., VIA KEELUNG, SHANGHAI, MOJI, KOBE AND YOKOHAMA.	HAKATA MARU, Tons 6,156.	WEDNESDAY, 5th Sept., at Daylight.
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	KAGA MARU, Tons 6,301.	MONDAY, 20th Aug., at 4 p.m.
KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6,368.	MONDAY, 17th Sept., at 4 p.m.
BOMBAY, VIA SINGAPORE AND COLOMBO.	BINGO MARU, Tons 6,243, Capt. F.L. Sommer.	FRIDAY, 10th Aug., at 4 p.m.
	RIOJUN MARU, Tons 4,808.	TUESDAY, 14th Aug., at 4 p.m.
	KAGOSHIMA MARU, Tons 4,465.	TUESDAY, 28th Sept., at 4 p.m.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

29,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA'	Captain J. H. RINDER.	On FRIDAY, 7th Sept., at Noon.
'DAKOTA'	Captain E. FRANCES.	On TUESDAY, 16th October, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† For convenience of country cabin passengers return tickets are interchangeable with regular mail fares between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ANTENOR	18th August.
GLASGOW AND LIVERPOOL	OCYLOS	23rd "
GLASGOW AND LIVERPOOL	DELPHOPHON	30th "
GLASGOW AND LIVERPOOL	KYTHON	30th "
GLASGOW AND LIVERPOOL	TRIKAI	6th September.
GLASGOW AND LIVERPOOL	MACHAON	6th "
GLASGOW AND LIVERPOOL	MOYNE	13th "
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "
GLASGOW AND LIVERPOOL	CALCHAS	20th "
GLASGOW AND LIVERPOOL	MENELAOS	27th "
GLASGOW AND LIVERPOOL	NINCHOW	27th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & BULL.	ASTYANAX	10th August.
LONDON, AMSTERDAM & ANTWERP	ORUSTES	14th "
LIVERPOOL DIRECT	TYDEUS	20th "
LONDON, AMSTERDAM & ANTWERP	ACHILLES	23rd "
MARSEILLES, HAVRE & LIVERPOOL	ALONCHOS	29th "
LONDON, AMSTERDAM & ANTWERP	DIOMEDES	11th September.
GENOA, MARSEILLES & LIVERPOOL	PELEUS	20th "
LONDON, AMSTERDAM & ANTWERP	ANTENOR	25th "
HAVRE, ROTTERDAM & LIVERPOOL	CYCLOS	30th "

* Taking Cargo for Liverpool at London Rates. † Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	NINCHOW	9th September.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	TYDEUS	13th August.
	STANTON	8th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CERU & ILOILO	KAIPOONG	11th August.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	11th August.
SHANGHAI	SHAOHONG	13th August.
TIENSIN	SHUOW	13th August.
MANILA	TEAN	14th August.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	SATURDAY, 11th August, at 12 o'clock Noon
RUBI	2540	R. Almond	Manila	18th August, at 12 o'clock Noon

For Freight or Passage, apply to

Shewan, Tomes & Co.

General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

TO SAIL

S.S. JOHN HARDIE.....About 20th August, 1906.

S.S. SOUTH AMERICA.....About 10th October, 1906.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

* GLEN LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship GLENTURRET.

Captain R. Wesszen, will be despatched as above on or about TUESDAY, the 14th August.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, August 1, 1906.

1544

THE ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship TONAWANDA.

will be despatched for the above ports on or about MONDAY, 20th August.

For freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, August 6, 1906.

1577

Shipping.

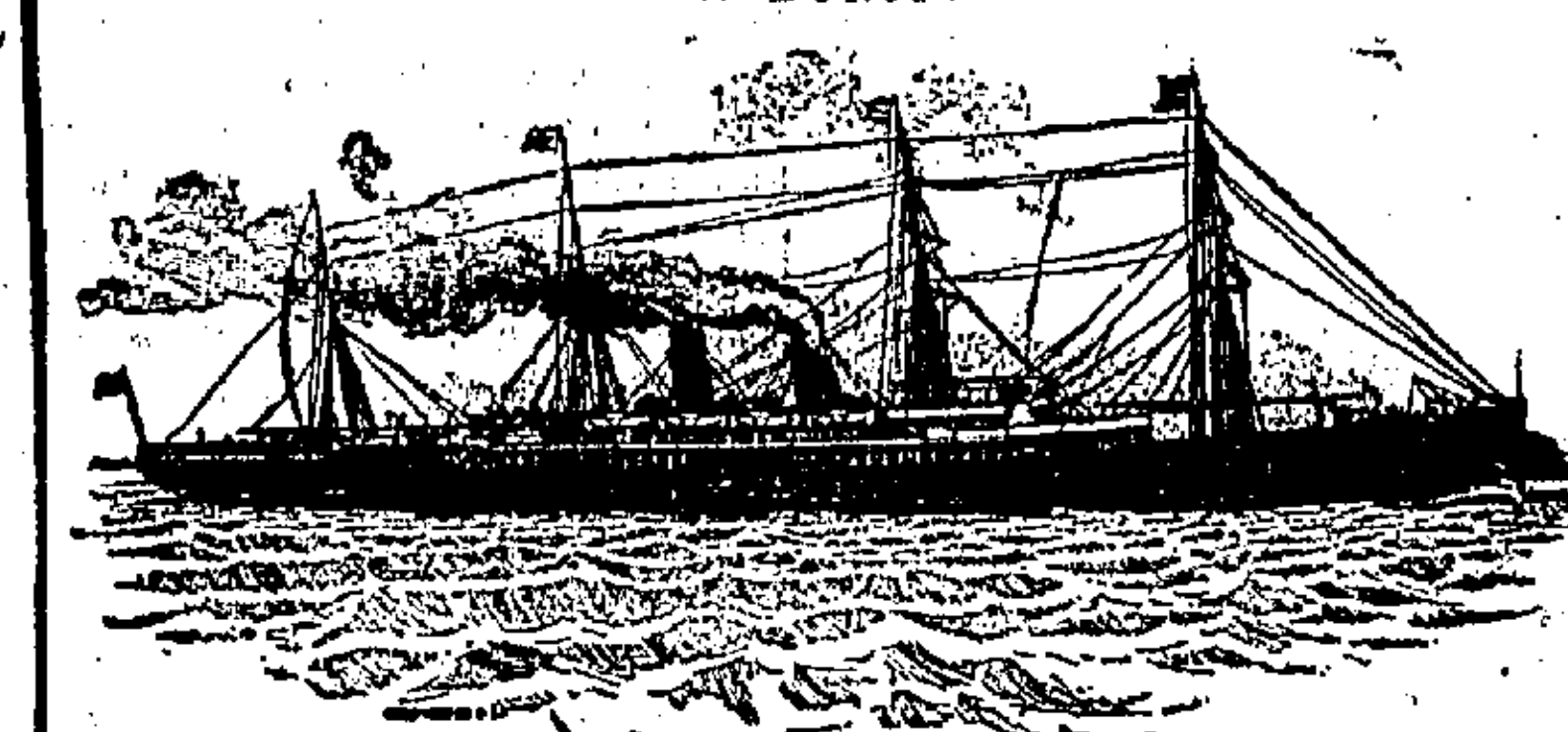
PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, or Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

* SIBERIA	18,000 Gross Tons	TUESDAY, 14th Aug., at Noon.
CHINA	10,200 "	TUESDAY, 21st Aug., at Noon.
* MONGOLIA	27,000 "	TUESDAY, 28th Aug., at Noon.
* NIPPON MARU	11,000 "	TUESDAY, 4th Sept., at Noon.
DORIC	9,500 "	FRIDAY, 14th Sept., at Noon.
* MANCHURIA	27,000 "	SATURDAY, 22nd Sept., at Noon.
* HONGKONG MARU	11,000 "	TUESDAY, 2nd Oct., at Noon.
* KOREA	18,000 "	FRIDAY, 12th Oct., at Noon.
* AMERICA MARU	11,000 "	TUESDAY, 2nd Oct., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco.....KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama.....SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 14th August, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON, CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.

TONS.	CAPTAIN.	TO SAIL ON.
ARABIA	MEYERSTEIN	Aug. 14, at Daylight.
ARAGONTA	ERNEST	Sept. 5, at Daylight.
NICOMEDIA	G. MEYER	Sept. 16, at Daylight.
NUMANTIA	PELOTHANN	Oct. 9, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

2

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

STEAMERS

TO SAIL.

* MANILA.....LINGSANG.....FRIDAY, Aug. 10, at 4 p.m.

* SINGAPORE, PENANG, SUIBANG.....TUESDAY, Aug. 14, at 3 p.m.

AND CALOUTTA

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Lahad Dato, Simporna, Tawau, Umahan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

755

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

STEAMERS

TONS.

CAPTAINS.

TO SAIL.

TREMONT 8806 | T. W. Garlick | 22nd August. |

* PLEADES 8753 | H. G. Partridge | About 10th Sept. |

* TRELA 4411 | G. V. Williams | 24th September. |

SHAWMUT 8606 | E. V. Roberts | 24th October. |

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARD.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels insures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,

GENERAL AGENTS.

JOHN'S BUILDINGS.

1177

Shipping.

NAVIGAZIONE GENERALE

ITALIANA;

(FLORENCE & RUBATINO UNITED COMPANIES.)

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to Aden, Suez, Port Said,

Messina, Naples, Leghorn and

Genoa; also Venice and Trieste, all

Mediterranean, Adriatic, Levant,

Tine, and South American Ports up

to Callao.

(Taking Cargo at through rates to Persian

Gulf and Bagdad, also to Russia,

Venezia, Algiers, Alexandria and

Malaga.)

THE Steamship CAPRI.

Captain BRITTO, will be despatched as

above on FRIDAY, the 10th inst., at

Noon.

At Bombay the steamer is discharging in

Victoria Dock.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, August 7, 1906.

1532

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN

HONGKONG AND SOUTH AMERICAN

PORTS.

Proposed Sailing from Hongkong to

CALLAO, IQUIQUE, via JAPAN

PORTS.

Steamers Tons Sails About

KASADO MARU 6000 Aug. 10, at Noon.

GLENFARO 4000 Aug. 25, at Noon.

Taking Freight also to other Western

Coast Ports of South America transhipping

to the Connecting Lines.

TRANSVAAL POLITICS.

Sir H. Campbell-Bannerman's
Attack on Mr. Balfour.

LONDON, August 1.
The House of Commons have adopted the scheme for the establishment of the Transvaal Constitution by a large majority. The voting was 316 in favour of the proposal, and 83 against.

A later telegram states that there was a debate on the Transvaal Constitution yesterday in the House of Commons. Mr. Lytton and Mr. Balfour considered that the Constitution gave no security for ensuring British political supremacy there. In their opinion the only hopeful future for the Government's South African policy was the postponement of the time for granting responsible Government to the Orange River Colony.

Mr. Balfour declined to take any responsibility for this most reckless experiment in the history of British Colonial policy. The granting of responsible government to the Transvaal, he asked, what security was there that the legislative power now conferred on the Transvaal would not be used to establish a condition of things which might make it probable for anti-British action to be taken in the future by the Transvaal Legislature. It was dangerous on his opinion.

Sir Henry Campbell-Bannerman explained, upon this, that he had never before, in the course of his parliamentary experience, listened to a more unworthy, mischievous, and unparliamentary speech. This was followed by Opposition protests and Ministerial cheers.

Lord Fisher's statement in the House of Lords, as regards the Transvaal constitution was similar to that made by Mr. Winston Churchill.

Lord Milner upon this, remarked that the Government was making a great error, and was absolutely wrong to follow a course which might result in General Botha and General Smuts (two noted Boer leaders) controlling the Government of the Transvaal within a year.

The Liberal papers consider that the Transvaal constitution is a fair compromise. The Unionist papers, except the Daily Mail, are generally hostile to it, and in their criticism on the constitution they believe that a British majority in the Transvaal Legislative Assembly is sure thing, if the Britishers there agree upon a common political policy.

The Cape Times says that the granting of the constitution is a real relief considering how strained the political situation in the Transvaal had been. In its opinion the distribution of seats provided for in the constitution is fairer than had been proposed.

WEATHER REPORT

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 9th at 11.40 a.m. The barometer has risen considerably over E. Japan, and slightly on the China Coast. In the Philippines it is inclined to fall.

Pressure is highest over the N.E. part of the Sea of Japan. Over the China Coast and China Sea the mercury stands pretty evenly at the same level. It exceeds the average height by slightly over 0.1 inch on the China Coast and in N.E. Japan, and is near the normal point over S.E. Japan and the Philippines.

Gradients are slight generally, and light variable winds are indicated over S. China and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Forecast for the 24 hours ending at noon to-morrow:—
1. Hongkong and Neighbourhood. Variable wind, light, fair, to showery.
2. Formosa Channel, Same as No. 1.
3. South coast of China between Hongkong and Liancocks, Same as No. 1.
4. South coast of China between Hongkong and Hainan, Same as No. 1.

CHAMBERLAIN'S COLIC CHOLERA AND DIARRHOEA REMEDY.

THIS is a perfectly reliable medicine for bowel complaints, and one that has never been known to fail even in the most severe and dangerous cases. For sale by all chemists and storekeepers.

VESSELS AT THE DOCKS.—At Hongkong, Alta, Mennon, Yangtze.

Cantonship—Halvard.

Aberdeen.

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN, Captain A. J. Bonney, will be despatched for the above Port TOMORROW (FRIDAY, the 10th Inst., at 1 p.m.)

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers.

Hongkong, August 9, 1906.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAITA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns. Consignees at Kowloon, where such consignments will be sorted out Mark by Mark and Goods are landed.

This Vessel brings Cargo—
From London, ex. s.s. Macedonia.
From India, ex. s.s. Kora Mary.
From Australia, ex. s.s. Syria.
From Calcutta, ex. s.s. Syria.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent.
No fire insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. BEWITT, Superintendent.

Hongkong, August 9, 1906.

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Shipping midway between each shore are marked s, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the One Works.
2. From One Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Myrick.
5. From the Myrick to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSEL'S NAME	CAPTAIN	FLAG AND REG.	TONS	DATE OF NETT	ARRIVAL	CORRESPONDENCE OR AGENTS	DESTINATION	REMARKS
Steamers.								
A. B. Broch	Andersen	Norw. str.	641	July 19	Order	Swatow & Amoy	August 11.	
Alashi Maru	Shimizu	Japan. str.	3873	Aug. 8	Shimonoseki Kaisha	Kobe & Yokohama	August 10.	
Benedict	Potter	British str.	2608	Aug. 7	Nippon Yusen Kaisha	Gibb, Livingston & Co.		
Brand	Evensen	Norw. str.	1619	July 9	Sander, Wieler & Co.	Chiusso		
Canton Maru	Hirai	Japan. str.	1994	Aug. 4	Jarlovits & Co.	S'pore and Bombay	August 10.	
Capri	Guisepp	Ital. str.	2407	Aug. 4	Jardine, Matheson & Co.	21. O. & S. N. Co.		
Ceylon Maru	Sandbach	British str.	1245	Aug. 3	Butterfield & Swire	Cebu & Iloilo	August 11.	
Copio	Smith	British str.	2741	Aug. 3	Douglas Steamship Co.	Swatow	August 11.	
Emma Lyken	Grønvald	Norw. str.	1125	Aug. 18	Chiusso	Amoy		
Kaifong	Finlayson	British str.	1024	Aug. 8	Butterfield & Swire	Swatow	August 11.	
Haimun	Golson	British str.	636	Aug. 8	Chiusso	Amoy		
Mongmoh	Dawson	British str.	2554	Aug. 8	Chiusso	Amoy		
Kalchur	Walker	British str.	2165	Aug. 8	Arnhold, Karberg & Co.	Swatow	August 11.	
Kongkong	Koller	Jer. str.	1115	Aug. 8	Butterfield & Swire	Amoy		
Haidou	Knapp	British str.	1298	Aug. 8	Butterfield & Swire	Amoy		
Joshua Maru	Obia	Japan. str.	2214	Aug. 8	Shimonoseki Kaisha	Swatow & Amoy	August 12.	
Lanow	McNair	British str.	1231	July 31	Butterfield & Swire	Amoy		
Lisa	Hornbahl	Swed. str.	983	July 31	Sander, Wieler & Co.	Amoy		
Loonesan	Smith	British str.	1092	Aug. 8	Jardine, Matheson & Co.	Amoy		
Lydia	Meyer	Jer. str.	1772	Aug. 8	Sander, Wieler & Co.	Amoy		
Malay	Follmer	Jer. str.	986	Aug. 8	Butterfield & Swire	Amoy		
Melita	McNair	British str.	1231	July 31	Butterfield & Swire	Amoy		
Morecos	McGregor	British str.	2923	July 21	Butterfield & Swire	Amoy		
Mennon	Evensen	British str.	3222	Aug. 8	Butterfield & Swire	Amoy		
Neil Macleod	Corral	Amer. str.	901	June 19	Barretto & Co.	Amoy		
N. S. de Rosario	Blanco	Amer. str.	718	June 12	Barretto & Co.	Amoy		
Nord	Harland	Norw. str.	735	July 19	Agard, Thorsen & Co.	Amoy		
Paros	Skjold	British str.	907	July 23	Agard, Thorsen & Co.	Amoy		
Pronto	Saunders	Norw. str.	837	Aug. 1	Agard, Thorsen & Co.	Amoy		
Quinta	Wahm	Norw. str.	857	July 13	Agard, Thorsen & Co.	Amoy		
Rein	Mathiasen	Norw. str.	726	July 4	Bradley & Co.	Amoy		
Resolut	Jorgensen	Norw. str.	865	Aug. 2	Agard, Thorsen & Co.	Amoy		
Shanghai	Northomb	British str.	1307	Aug. 3	Butterfield & Swire	Amoy		
Siam	Zeuber	Amer. str.	5555	Aug. 3	M. S. S. Co.	Amoy		
Sigat	Schickler	Jer. str.	907	July 23	Agard, Thorsen & Co.	Amoy		
Suifang	Mitchell	British str.	1765	Aug. 8	Jardine, Matheson & Co.	Amoy		
Taihan	Laing	British str.	1122	June 29	Bradley & Co.	Amoy		
Taiwan	Marin	British str.	1042	Aug. 1	Chiusso	Amoy		
Talokan Maru	Cota	Japan. str.	2200	Aug. 6	Mitsui Bussan Kaisha	Amoy		
Tolman	Williams	British str.	1378	Aug. 4	Chiusso	Amoy		
Thoma	Edger	Norw. str.	1596	July 19	Japan Line	Amoy		
Vienna	White	British str.	2633	Aug. 3	Douglas & Co., Ltd.	Amoy		
Virgilia	Crocker	British str.	2789	Aug. 4	Standard Oil Co.	Amoy		
Yawata Maru	Crocker	Japan. str.	3366	Aug. 7	Nippon Yusen Kaisha	Amoy		
Zefiro	Rodger	British str.	1611	Aug. 6	Shewan, Tomes & Co.	Amoy		
V. de Almeida	Rehans	Amer. str.	1280	May 16	Barretto & Co.	Amoy		

Sailing Vessels.

Alta, Mennon, Yangtze. (Amer. str.) 1000 April 14 Master

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH RETURN.]

Den of Merin, July 3; Dand, 6; Jason, Candia, Sthonia, Dand, 10; Chingra, 13; Preussen, Shorina, Ajda, Sultan, 14; Dand, 15; Dand, 16; Dand, 17; Dand, 18; Dand, 19; Dand, 20; Dand, 21; Dand, 22; Dand, 23; Dand, 24; Dand, 25; Dand, 26; Dand, 27; Dand, 28; Dand, 29; Dand, 30; Dand, 31; Dand, 32; Dand, 33; Dand, 34; Dand, 35; Dand, 36; Dand, 37; Dand, 38; Dand, 39; Dand, 40; Dand, 41; Dand, 42; Dand, 43; Dand, 44; Dand, 45; Dand, 46; Dand, 47; Dand, 48; Dand, 49; Dand, 50; Dand, 51; Dand, 52; Dand, 53; Dand, 54; Dand, 55; Dand, 56; Dand, 57; Dand, 58; Dand, 59; Dand, 60; Dand, 61; Dand, 62; Dand, 63; Dand, 64; Dand, 65; Dand, 66; Dand, 67; Dand, 68; Dand, 69; Dand, 70; Dand, 71; Dand, 72; Dand, 73; Dand, 74; Dand, 75; Dand, 76; Dand, 77; Dand, 78; Dand, 79; Dand, 80; Dand, 81; Dand, 82; Dand, 83; Dand, 84; Dand, 85; Dand, 86; Dand, 87; Dand, 88; Dand, 89; Dand, 90; Dand, 91; Dand, 92; Dand, 93; Dand, 94; Dand, 95; Dand, 96; Dand, 97; Dand, 98; Dand, 99; Dand, 100; Dand, 101; Dand, 102; Dand, 103; 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